

# The Watchman and Southern

THE SUMTER WATCHMAN, Established April, 1850.

"Be Just and Fear not—Let all the Ends thou Aims't at, be thy Country's, thy God's and Truth's"

THE TRUE SOUTHERN, Established June, 1856

Consolidated Aug. 2, 1881.]

SUMTER, S. C., WEDNESDAY, JANUARY 11, 1893.

New Series—Vol. XII, No. 24.

**The Watchman and Southern**

Published every Wednesday,

N. G. OSTEEEN,  
SUMTER, S. C.

TERMS:

Two Dollars per annum—in advance.

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All communications—whether subscribers private letters will be charged for as advertisements.

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OF SUMTER.

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R. M. WALLACE, President.

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SUMTER, S. C.

CITY AND COUNTY DEPOSITORY.

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W. F. B. HAYSWORTH, President.

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**NEW LUMBER YARD.**

I BEG TO INFORM MY FRIENDS AND the public generally that my Saw Mill located on the C. & N. R. R., just back of my residence, is now in full operation and I am prepared to furnish all grades of Yellow Pine Lumber from unskilled timber, at prices according to market.

Yard accessible on North side of road.

J. B. ROACH.

Feb 18

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**WEEKLY HERALD,**

—ONLY—

**One Dollar a Year.**

During 1893, the *Weekly Herald* will be without question the best and cheapest family paper published in America. It will be profusely illustrated by the best artists in the country, and will be a magazine of literature, art and news absolutely unrivaled in its excellence.

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Will be pictorially described and artistically illustrated, while the great feature of the coming year's history, the

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Will be given particular attention. So complete will be the descriptions of everything connected with the great Exposition, and so true to the reality the many illustrations, that a perusal of the *Weekly Herald* will summer will be almost as satisfactory as a visit to Chicago.

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Will be awarded for the best original articles on agricultural subjects. Each issue will contain a page devoted to practical and scientific farming.

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Every week there will be a number of special articles on all topics of human interest. Among the novelists who will write stories for the *Weekly Herald* are Jerome K. Jerome, Stephen, Mrs. Grimwood, Edwin Arnold, John Strange Winter, Marie Corelli, Helen Mathers, Florence Warde, Hume Nisbet and Hamilton Aide.

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For 200,000 Subscribers to the

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A HOME COMPANION

Has already 156,000 Subscribers. The Largest Circulation of any Weekly Newspaper in the World.

**THE GREAT SOUTHERN WEEKLY.**

Its Agricultural Department is the best in the land.

Its Women's and Children's columns are of unusual domestic interest.

Its Special Features cost more money than is paid by any Southern paper combined for general reading matter.

Its News Columns cover the world.

Bill Art writes for it.

Dr. Talmadge preaches for it.

Joe Chandler Harris (Uncle Remus), Wallace P. Reed and Frank L. Stanton are regularly employed by it.

A. M. Weir (Sarge Plunkett) has a weekly letter.

Mark Twain, Robert Louis Stevenson, Rudyard Kipling, Frank Stockton, Richard Malcolm Johnston, and the best literary genius of the world contribute to its columns.

**It is a Magazine,**

**AND EVERY ISSUE IS AN EDUCATOR.**

**Only \$1 A Year.**

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Giving the addresses of yourself and five neighbors who want Free Copies.

Write for Free Copies.

Club of 6 for \$5 a year.

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**Constitution,**

ATLANTA, GA.

Ripans Tablets cure jaundice.

Ripans Tablets cure the blues.

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Highest of all in Leavening Power.—Latest U. S. Gov't Report.

## Royal Baking Powder

ABSOLUTELY PURE

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### INSURE YOUR GINS

—IN THE—

### Phoenix Assurance Company,

OF LONDON, THE LARGEST COMPANY IN THE WORLD

That takes fire risks on Gins.

For particulars, etc., apply to

### ALAMONT MOSES,

AGENT.

P. S.—We do also a General Fire Insurance Business, and represent the

### MUTUAL LIFE INSURANCE

of New York.

the largest in the world.

Aug. 17.

### ANNOUNCEMENT.

### ROBERT T. CARR.

Desires to inform the public that he is fully equipped and prepared to do

TIN ROOFING, PLUMBING, REPAIRING PUMPS, and anything usually done in a first-class plumbing and tinning shop. Sign and Decorative, Painting, Oilcoloring, etc. Also SETTING FANCY WOOD AND MARBLE WALLS, TILE HEATERS, PAINTINGS AND GRATES.

Makes a specialty of putting in Electric Bells, Annunciators, etc.

ROBT. T. CARR.

Shop at J. B. Carr's Mill at Walnut & Co's Shoe Store or through post office will receive prompt attention.

Oct 26—0

### IRON MIXTURE!

### WHAT IS IT?

THE PUREST AND BEST TONIC IN THE WORLD.

It builds up the system, it purifies the blood, it banishes the complexion.

TRY IT, AND HAVE NO OTHER.

Only 50c. per bottle. For sale by all your Druggists.

### THE MURRAY DRUG CO.,

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April 20.

### Just Received

A BIG STOCK OF

### Colgate's

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FOR THE HANDKERCHIEF.

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### SUPERIOR TOILET SOAP.

J. S. HUGHSON & CO.,

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To cure constipation purging the bowels should be avoided. It weakens the power of motion. A gentle aperient effect is only required. Tutt's Tiny Liver Pills are prepared with special views to the permanent cure of COSTIVENESS AND HEADACHE.

They are mild and remain in the system until they have effected a cure. A natural flow of bile and their tonic properties impart power to the bowels. They remove indigestion, constipation, Good appetite and digestion result from the use of these little pills. Price, 25c. Office, 39 Park Place, N. Y.

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ADDRESS,

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Ripans Tablets cure jaundice.

Ripans Tablets cure the blues.

Ripans Tablets: for liver troubles.

only, and whiskey under the Great Seal of State. And indeed, what else is a Chief Taster to do? He is a poor taster who won't swear by his own spigot. Whiskey, in the person of our Chief Magistrate, is "firm, with an advancing tendency." Yes, the Whiskey Rebellion of South Carolina is to be crushed? The first gun has been fired from the Charleston batteries, the executive flag, representing an inverted demijohn and a waving crescent upon a field of deepest indigo, has been insulted, and volunteers are needed for ninety days. The union of State and saloon must and shall be preserved!—The State.

### News at the State Capital.

COLUMBIA, January 4.—Last year about this time the Administration was raising a great hue and cry about the railroads not paying the taxes as fixed by the board of railroad equalization. At that time the State officials charged that it was a conspiracy against the State, and all that kind of rubbish. It was something new then. This year practically the same thing has occurred. One good thing about the non-payment of taxes this year is that there is a prospect of an early settlement of the question in the Courts.

### Railroad Statement for October Unsatisfactory.

The railroad statement for the month of October, 1891, has just been issued from the Railroad Commissioners' office and is not wholly satisfactory. The decrease in earnings as compared with October, 1891, is quite perceptible with almost every railroad.

For the four months ending October 31, 1892, there was a total decrease in earnings of \$310,607.04 as compared with the same four months of 1891. This is a percentage of 11.774.

The names of the roads, the amount of earnings of October, 1891, the amount of earnings for October, 1892, the amount of increase or decrease, and the percentage of increase or decrease, according to the statement, are respectively as follows:

Ashville and Spartanburg—\$1,951.52, \$4,802.41, a decrease of \$149.11 or 3.01 per cent.

Atlanta and Charlotte Air Line—\$80,196.63, \$81,164.09, an increase of \$967.51, or 1.21 per cent.

Branchville and Bowman—\$184.30, \$247.56, an increase of \$63.26 or 34.32 per cent.

Carolina, Cumberland Gap and Chicago—\$4,062.18, \$2,732.29, a decrease of \$1,329.89 or 32.74 per cent.

Carolina, Knoxville and Western—\$535.53, \$849.39, an increase of \$353.86 or 97.01 per cent.

Carolina Midland—\$7,064.19, \$8,265.63, an increase of \$1,161.44 or 16.44 per cent.

Central of South Carolina—\$10,674.79, \$7,514.25, a decrease of \$3,160.54 or 29.61 per cent.

Charleston, Cincinnati and Chicago—\$19,040.01, \$16,714.38, a decrease of \$2,325.63 or 12.21 per cent.

Charleston and Savannah—\$55,675.47, \$44,841.04, a decrease of \$11,794.43 or 20.81 per cent.

Charleston, Sumter and Northern—\$25,202.65, \$10,041.26, a decrease of \$15,161.39 or 44.11 per cent.

Charlotte, Columbia and Augusta—\$78,722.30, \$49,045.07, a decrease of \$29,677.23 or 37.65 per cent.

Cheraw and Darlington—\$12,222.53, \$8,842.76, a decrease of \$3,379.77 or 27.65 per cent.

Cheraw and Salisbury—\$3,595.74, \$2,127.06, a decrease of \$1,468.68 or 40.62 per cent.

Chester and Lepor—\$2,304.05, \$2,404.95, an increase of \$100.90 or 4.33 per cent.

Columbia and Greenville—\$73,097.40, \$64,920.23, a decrease of \$8,177.17 or 11.17 per cent.

Columbia, Newberry and Laurens—\$8,919.55, \$5,564.36, a decrease of \$3,355.19 or 37.62 per cent.

Florence—\$5,494.10, \$5,048.11, a decrease of \$445.99 or 8.12 per cent.

Georgetown and Western—\$3,386.33, \$3,523.49, a decrease of \$162.84 or 4.81 per cent.

Georgia, Carolina and Northern—\$24,568.80, \$24,501.68, an increase of \$67.12 or 0.27 per cent.

Greenville and Waterbury and Branchville—\$2,802.64, \$2,136.95, a decrease of \$665.69 or 23.75 per cent.

Hartsville—\$2,033.22, \$1,547.20, a decrease of \$486.02 or 23.9 per cent.

Laurens—\$2,801.50, \$2,715.56, a decrease of \$85.94 or 3.07 per cent.

Manchester and Augusta—\$1,910.21, \$1,736.20, a decrease of \$174.01 or 9.11 per cent.

North Eastern—\$59,749.53, \$11,702.08, a decrease of \$48,047.45 or 25.18 per cent.

Palmetto—\$1,482.63, \$1,058.53, a decrease of \$424.10 or 28.61 per cent.

Port Royal and Augusta—\$29,980.80, \$25,072.73, a decrease of \$4,908.07 or 16.37 per cent.

Port Royal and Western Carolina—\$36,279.77, \$23,956.84, a decrease of \$12,322.93 or 33.98 per cent.

South Bound—\$8,647.44, \$24,074.69, an increase of \$15,427.25 or 178.42 per cent.

South Carolina—\$192,405.93, \$136,445.26, a decrease of \$55,960.67 or 29.22 per cent.

South and North Carolina—\$2,051.52, \$1,608.50, a decrease of \$443.02 or 18.67 per cent.

Spartanburg, Union and Columbia—\$10,994.21, \$12,178.72, an increase of \$1,184.51 or 10.78 per cent.

Wilmington Chadbourn and Conway—\$2,731.01, \$2,254.56, a decrease of \$476.45 or 17.45 per cent.

Wilmington, Columbia and Augusta—\$85,858.79, \$84,849.74, a decrease of \$1,009.05 or 1.18 per cent.

Wilson and Summerville—\$968.16, \$591.73, a decrease of \$376.43 or 38.86 per cent.

Richmond and Danville system—\$7,255.61, \$234,177.73, a decrease of \$21,398.88 or 8.87 per cent.

Total passenger earnings for the month—\$19,231.83; 1892, \$180,452.35, a decrease of \$15,779.48 or 8.94 per cent.

Total freight earnings for the month—\$813,308.27, \$21,584.68, a decrease of \$91,786.04 or 14.04 per cent.

Total tonnage for the month—\$384,704,321.44; a decrease of \$63,259, or 16.44 per cent.

Total earnings for October, 1891, \$862,186.65; total earnings for October, 1892, \$760,982.62; net decrease, \$101,204.03 or 11.73 per cent.

Judging from the tendency of legislation we may expect the administration to take in hand next year the sale of fertilizers, through local dispensers, and the banks, railroads, and newspapers may be swallowed up later. The same arguments that convinced our Solons of the general assembly that the state should control liquor selling would apply as well to these. Florence Times.

### A New Route North.

The latest railroad gossip to Savannah, says, The Savannah News, is that there is a prospect that the Atlantic Coast Line may make a move to secure a connection with the South Bound railroad and operate its Florida service over that line as soon as the Florida Central and Peninsular extension to Savannah is completed.

The reports have it that the Atlantic Coast Line has become dissatisfied with its arrangement with the Plant system, by which all of the north and south business of the Coast Line is turned over to the Plant system. One reason for this dissatisfaction is said to be that the Coast Line has failed to gain the advantage expected in reduction of time by reason of the building of the Wilson Cut-Off, on account of the dilatory schedules of the Plant system. The Coast Line began the operation of trains over the "cut-off" yesterday. By the new schedule which went into effect the Coast Line gains two hours and a half on its southern trip over the previous schedule. The new schedule of the Plant system only saves an hour and a half on the old schedule to Savannah and loses another half hour on the way to Jacksonville, reducing the gain in time to travelers coming south by the Coast Line to one hour.

The explanation given of this by the "Savannah News" is that the Coast Line fast train arrives in Charleston at the unattractive hour of 4 o'clock in the morning, and No. 27 on the Charleston & Savannah road, which takes up the schedule here, which would leave at 4:30 o'clock, is held until 5:30 o'clock for the convenience of passengers at that point. By leaving Charleston at 5:30 o'clock instead of 4:30 it is said that the passengers arrive in Savannah at a reasonable time for breakfast, and at Jacksonville at a proper hour for dinner. It is not thought that the advantage of saving an hour in the schedule would compensate for the start from Charleston at 4:30 o'clock, and awaking the passengers for breakfast in Savannah two hours later.

Another reason, it is said, why the Coast Line desires a connection with the South Bound railroad is that by doing so it will get the advantage of the reduced distance to Jacksonville by the new line of nearly forty miles in all, and the shorter route of the Florida & Peninsular railroad to Tampa, a saving of about seventy miles.

In addition to this it is thought that the Coast Line could save a few miles more to Savannah by building to a connection with the South Bound. By adding the distance saved to Jacksonville and Tampa to the distance gained by the Wilson short cut, the Coast Line would be enabled to make a much shorter schedule south than it does at present.

The new route which was put into operation yesterday leaves Wilmington to the east and runs by Fayetteville, N. C., to Florence, S. C., and thence to Charleston. From Charleston to Sumter the Coast Line has a track and the latter place is also on the main line of the Atlantic Coast Line from Charleston to Columbia.

Without constructing a mile of track the Coast Line could run its trains via Columbia over the South Bound to Savannah, which route would be only a few miles longer than nearest route via Charleston. From Sumter there is a line controlled by the Coast Line to a little town called Bimini and from this point to Denmark or Graham's on the South Bound about ninety miles. By building a short cut across the country here, the distance around by Columbia would be saved. This is said to be the plan; to connect from Denmark on the South Bound to Sumter on the Coast Line and to operate the through freight and passenger service between Florida and the north by that route. The route would be a few miles shorter to Savannah than the present one via Charleston and would have the advantage of the decreased distances to Florida points via the Florida Central and Peninsular railroad.

The reports did not originate in Savannah but were brought here from along the Atlantic Coast Line, where the report is current. It may be pure gossip and there may be something in it.

### World's Fair Club Retires

COLUMBIA, January 5.—Special: The Central Club of South Carolina, which has been indefatigable in the interests of the World's Fair Club, at this evening's session decided that it would be best to abandon their attempt, as they could receive no assistance from the Legislature.

The following resolutions, offered by Mrs. Thomas Taylor, expressed the sentiments of the club and were adopted: